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HONGKONG SATURDAY, MAY 5 1917.

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RELIABLE DISINFECTANT.

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Per Pint Tin 50 cents

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Established 1883.

MANUFACTURERS OF

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STRAND

1" to 15"

CIRCUMFERENCE

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Oil Drilling Cables of any size up to 3,000 feet in length

Prices, samples and full particulars will be forwarded on application to

Shewan, Tomes & Co. General Managers.

Hongkong, April 11, 1912.



BY APPOINTMENT

**WATSON'S
DRY GINGER-ALE.**

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give
this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.

Splits 70 Cts.

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THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON
FOUNDERS. All work done in this establishment is guaranteed. We have
over thirty years' experience. We own two Slipways and can accommodate any craft
of 200 feet long.

Town Office, 43, CONNOR ROAD CENTRAL, HONGKONG. Telephone No. 400.

Shipyards: Shum-Sui-Po, Kowloon, Hongkong. Telephone No. 2.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 11, 1912.

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TAIKOO DOCKYARD.
BUILDERS OF SHIPS & ENGINES
OF EVERY DESCRIPTION
— THE TAIKOO DOCKYARD & ENGINEERING COMPANY —
— OF HONGKONG LTD. — AGENTS:
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PORTLAND CEMENT

In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

SHEWAN, TOMES & CO.

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**THE HONGKONG HOTEL
AND
GRILL ROOM**

J. H. TAGGART,
MANAGER.

PEAK HOTEL.

ADMIRABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies

rooms, Roof Garden.

Terms: From \$5 per day max.

Telegraph add: "Peaceful"

P. O. KRUSTER,
Manager.

TO THOSE GOING HOME

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ORDER BEFORE YOU LEAVE, SO THAT YOU MAY RECEIVE

IT WHILE AT HOME.

Price \$12 PER ANNUM, INCLUDING POSTAGE.

CAN BE MAILED TO ANY ADDRESS FROM THE

"CHINA MAIL" OFFICE.

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE GREAT BATTLE.

SIR DOUGLAS HAIG'S LATEST REPORT.

London, May 4.

Field Marshal Sir Douglas Haig reports:—

Fresney, and the positions we captured to the north and south of that place, were severely counter-attacked last evening. We maintained all our positions.

There was severe fighting in the neighbourhood of Bullecourt. The enemy heavily counter-attacked to the east of the village last evening on the sector of the Hindenburg line which we captured yesterday morning. The attempt failed with heavy enemy losses.

There was fighting also, during the night, near Chérisy, astride the Arras-Cambrai Road. We were compelled to fall back from the advanced positions which we had captured during the day.

We further progressed to the north-west of St. Quentin and to the north-east of Hargicourt, where we captured Malakoff Farm.

DESCRIPTIVE ACCOUNTS OF THE BATTLE.

London, May 3.

Special Correspondents at Headquarters state that the Canadians fought on the left, and the Australians on the right of the British advance, and the English, Scottish and Irish troops in the centre. There were important gains in the direction of Chérisy and Bullecourt where the Australians engaged in desperate street fighting. The Prussian Guards, forming the garrison of Fresney, were specially reinforced with a view to attacking Arras, but the Canadians anticipated this move, and surrounding Fresney, trapped a part of the garrison. 208 of the survivors surrendered after a brief fight with bombs and bayonets. Beyond Gavrelle, a windmill changed hands four times. Though not many prisoners were taken it is estimated that the Germans suffered heavier casualties than on any of the previous days of the battle.

Reuter's Correspondent sums up the position as follows:—"What Hindenburg sought most desperately to evade is happening, namely: the exhaustion of the German man power at a pace which spells very early defeat."

The Canadian success at Fresney breaks the Oppy-Mericiourt line which is a double of the first set of trenches we captured when Arras was taken. On the second set of trenches to-day, the English troops, below the Canadians, took the whole of the main trenches to Oppy, where they fought very fiercely two Prussian reserve guards divisions.

Machine-guns in trees were never used on such a scale as at Oppy Wood, which was a perfect rookery of gunners hidden behind trees and on ladders nailed to the trunks. When the British shrapnel was buzzing at the battle of Bullecourt, where the Hindenburg line was broken in a most amazing manner, the British pushed to the far edge of the village and faced a German counter-attack, simultaneously facing the Germans who were strongly established inside the village. Hence, four lines were engaged, the two middle lines facing both ways. The soldiers describe the position as a "double sandwich," the angle being unravelled by the hardest hand-to-hand fighting.

The intensity of the artillery can be imagined from the fact that every battery, both British and German, on the whole front was firing continuously for twelve hours at high speed.

BRITISH IN STRENGTH ACROSS THE HINDENBURG LINE.

London, May 4.

Reuter's Correspondent at Headquarters states that the position at Bullecourt is curious and interesting. To the east, we are in strength and right across the Hindenburg line, a sector of which we hold, running in the direction of Queant. From there, our line forms a sort of disjointed salient around all but the northern entrance to Bullecourt, which is reported to be full of Germans and whose retirement is apparently endangered. The struggle for Oppy has produced a striking situation to the north of the village, where a considerable length of trench line is at present untenable by either side owing to the mutual concentrations of machine guns.

THE FRENCH FRONT.

London, May 4.

A French communiqué reports:—The artillery is very active in the region to the north-west of Rheims.

We again progressed in the woods to the west of Mont Cornillet.

We stopped dead an enemy attack to the west of Morhomme.

Five enemy aeroplanes were brought down and it appears that three others reported to have been seriously damaged, on May 2, were brought down.

RUSSIA AND THE WAR.

MANIFESTO TRANSMITTED TO THE ALLIES.

Petrograd, May 4.

M. Milinkoff has transmitted to the Allied Governments the recent manifesto to the Russians explaining the objects of the war, and impresses that these entirely coincide with the principles enunciated by eminent Allied statesmen, including President Wilson. It says "New Russia is determined to end the war victoriously."

DIVIDED OPINION.

RESIGNATION OF THE PROVISIONAL GOVERNMENT DEMANDED.

LATER.

M. Milinkoff's Note to the Allied Governments proclaiming Russia's resolve not to conclude a separate peace and the determination to secure a decisive victory, and also denying any slackening in the common struggle, was published yesterday in Petrograd.

It evoked strong manifestations for and against the Government. An enormous crowd assembled in front of the Ministerial Offices, and was addressed by the Ministers M. Shingareff and M. Rodzianko amidst enthusiastic applause.

Later, when the workmen left the factories and workshops, counter demonstrations occurred in which various regiments joined, demanding the resignation of the Provisional Government. The Council of Workmen's and Soldiers' delegates have proposed a joint session with the Government, to consider the situation.

RUSSIA AND THE SEPARATE PEACE MANOEUVRE.

Petrograd, May 4.

A joint session opened at ten o'clock last night.

M. Milinkoff came on the balcony during a suspension of the sitting and addressed a huge crowd. He declared that "Russia must never consent to a separate peace, and nobody must be entitled to charge Russia with betraying her Allies. The Provisional Government was a sailing ship unable to move without the wind, which was the confidence of the people. He appealed to the citizens to trust the Provisional Government."

The speech was greeted with prolonged cheers.

(Continued on Page 5.)

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

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THE LARGEST CHINESE POLITICAL AND
COMMERCIAL JOURNAL

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE

TELEGRAPHIC NEWS FROM

NORTH CHINA.

ALL THE LATEST INTELLIGENCE FROM THE
VARIOUS PORTS IN CHINA AND JAPAN.

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Share, Coal and General Produce
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Coles used
Bentley's
A. B. C. 4th & 5th Editions.
A 1 Telegraphic Code.

Telegraphic Address
"MIRION" HONGKONG.

PUBLIC AUCTION.
THE Undersigned have received instructions from Mr. H. F. HICKMAN, to sell by Public Auction, on

MONDAY,
the 7th May, 1917, at 2.30 p.m., at "Belgiovine" No. 102, The Peak.

THE SUNDAY
VALUABLE HOUSEHOLD
FURNITURE,
therein contained,
Comprising—
Hallstand and Long Blackwood Side
Table, Chesterfield Sofas and Arm
chairs, Blackwood Toppings, Occasional
Tables and Stands, Sidelboard, Extension
Dining Table and Chairs, a few lots of
Glass and Crockery Ware, Single Bed
steads, Wardrobes, Toilet Tables and
Washstands, etc., Partry Utensils.
(Full Particulars from Catalogue.)
On view from Saturday 2 p.m.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 2, 1917. 1751

PUBLIC AUCTION.
THE Undersigned have received instructions from the Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

TUESDAY,
the 8th May, 1917, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

VALUABLE TEAKWOOD AND
BLACKWOOD FURNITURE,
etc., etc.,
As follows:—
Upholstered Suites, Arm-chairs and
Chesterfield Sofas, Card Tables, Bedroom
Furniture, comprising Double and
Single Brass Bedsteads, Twin Bedsteads
(Teakwood), Sidelboards, Dinner Wa-
gons, Extension Dining Tables, Chairs,
Tea and Occasional Tables, etc.,
Dinner Services, Crockery, Glass Ware,
Cooking Stoves, Cutlery, Toilet Sets, etc.,
Bath Room Utensils, Bull-top Desks and
Writing Tables, etc., Electro Plated Ware,
Pianos in good condition, Electric
Reading Lamps, Blackwood and Teak-
wood Screens, a quantity of Blackwood
Furniture, Engravings, Pictures, etc., etc.

Also—
Tennis Poles and Netting, etc., etc.
Oliver and Smith Typewriters, Carpets
(New and second hand), Child's Cots, etc.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 2, 1917. 1753

PUBLIC AUCTION.
THE Undersigned have received instructions from the Public Auction, (FOR ACCOUNT OF THE GOVERNMENT), on

THURSDAY,
the 10th May, 1917, at 10.30 a.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

A CONSISTENT LOT OF
WHITE GOODS,
Comprising—
Turkish Towels, Bath Sheets, Single
and Double Bed Sheets, Satin Quilts,
Linen Damask Table Cloths and Ser-
viettés, Check Dusters.

BRASS WARE,
Comprising—
An assortment of Jardinieres, Flower
Vases, Finger Bowls, Ornaments, etc.,
etc., etc.

Also
A few Four-fold Screens and Sundries.
Terms—Cash.

HUGHES & HOUGH,
Auctioneers.
Hongkong, May 3, 1917. 1755

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
THERAPION No. 4
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THERAPION No. 99
THERAPION No. 100

AUCTIONS.

PUBLIC AUCTION

THE Undersigned has received instructions to sell by Public Auction, on

WEDNESDAY, THURSDAY and FRIDAY,
the 9th, 10th and 11th May, 1917, commencing each day at 11 a.m., at his Sales Rooms, DUNDRELL STREET.

A LARGE QUANTITY OF
BURBOUGHS & WELLCOCK'S
TABLOIDS
(various assortments).
Kepler's Malt and Oil, Allen and
Hambury's Byno Preparations, Patent
Medicine, Hair Oil and Dyes, etc., etc.

Also
A Large Quantity of French and
American Perfumes and Soaps.

N.B.—The above sale offers a unique
opportunity to hospitals and private
dispensaries, as the goods are in fine
condition and are only being sold owing
to the labels being slightly stained by
water.

On view from Monday the 7th May,
1917.
Catalogues will be issued.
Terms—Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, May 1, 1917. 1750

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of Messrs.
JAMES & CO. in pursuance of an order
of the Hongkong Government to sell by
Public Auction at 12 o'clock (Noon) on

TUESDAY,

the 31st day of July, 1917,
at his Sales Rooms,
DUNDRELL STREET.

THE VALUABLE LEASEHOLD
PROPERTY situated at The Peak,
Hongkong, and being Rural Building
Lot No. 19.

Is One Lot.
The property consists of:—
The piece or parcel of ground and
premises known as "Lysholt" 104 The
Peak, situated near Mount Gough in the
Colony of Hongkong with an area of
12,032 square feet and registered in the
Land Office as Rural Building Lot No.
19.

The lot is held for the unexpired
residue of a term of 75 years created
therein by an indenture of Crown Lease
dated the 23rd day of April 1866.
The Annual Crown Rent is \$85.00.
For further particulars and conditions
of sale apply to Messrs. Wilkinson &
Grist, Solicitors for the Liquidators, or
to the undersigned.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, April 30, 1917. 1748

Don't Worry!
In here
KEATING'S
KILLS
BUGS
FLEAS MOTHS
BEEETLES
TINS 3/6

HIMPROD'S
Gives Instant Relief
No matter what your respiratory
trouble may be, whether it be
COLD, BRONCHITIS, INFLUENZA,
NASAL CATARRH, OR
ORDINARY COUGH,
—you will find in this famous remedy
a restorative power that is simply
unbelievable.
It is a
GREAT
CURE FOR
ASTHMA

LOSING WEIGHT
BY THE POUND
"Under Weight," a condition
of ill-health, shows your
digestive powers are decreasing.

WATERBURY'S
METABOLIZED
COD LIVER OIL
COMPOUND

Supplies the blood with the
wanted nourishing and healthy
flesh building materials. Very
palatable.

OF ALL CHEMISTS

Price: 5/6 and 7/6

CONCERTS AT
STONECUTTERS ISLAND.

Two very highly successful con-
certs were given by the Royal Artil-
lery and Royal Engineers at Stone-
cutters Island on Monday, 30th
April and Tuesday, 1st May, 1917,
as a welcome to the new draft from
home and a farewell to the home-
going draft. The concert hall was
tastefully decorated with bunting and
flowers, presenting a very pleasing
effect. The lengthy programme
started with a classical overture on
the piano by Gunner Harris, followed
by Trumpeter Perry singing one of
our latest war songs in fine style.
Gunner Hartley amused us with his
song, "Six short soldiers scrubbing
six short shirts." The next item
was a catchy song by Gunner Brit-
ton, assisted in the chorus by Tptor
Perry dressed as a veteran, who sang
from the centre of the hall. No. 5
on the programme was a song well
rendered by Gunner Roberts, who
possesses a voice far above the
average, and was deservedly encored.
Our old Stonecutters favourite, "Br.
Livesey was again particularly funny
with his comic songs and patter.
Gunner Jones sang "Asleep on the
Deep." This new arrival possesses a
fine deep bass voice. The surprise
and hit of the concert, was the cross
patter and topical verses given by
Master Gunner Martin and Sgt.
Turso; these artists kept the audience
scratching with laughter, their facial
contortions and funny military cus-
tomes causing great hilarity. Gunner
Grant with his rich Scots brogue,
gave a recitation in clever style.
A great acquisition to the Stone-
cutters concert party is Gunner
Ashby, an actor who should be seen
to be appreciated. He presented the
sketch, "The Queen's Messenger,"
a story of Georgian Espionage.
Ashby, as "the masked lady," was
wonderfully clever. Lieut. Williams,
R.G.A., ably took the part of "the
Messenger," and showed himself to
be an actor of great promise. Part 2
of the programme commenced with
another overture skillfully played by
Gunner Harris, followed by Corpl.
White, R.E. with a violin solo. "Br.
Fitzpatrick with his humorous anec-
dotes, caused many to hold their
sides with laughter; he has a style all
of his own and he was one of the best
of the evening. Mrs. Marley, who is a well known singer
in Hongkong, kindly gave an extra
turn. Her beautiful voice was heard
to great advantage in the concert
hall, the audience insisting on an
encore. Another extra turn was
given by Lieut. McCann and Cooks,
their "get-up" being too funny for
words. They sang "My Friend
John," and "Another little drink
wouldn't do us any harm," the
chorus of the latter being taken up
by the audience with great gusto.
Gunner (Gaskel), our Lancashire
comedian, was well received, so was
Gunner Bray with his bass solo. Br.
Livesey and Sgt. Gr. Knight, were
next on the programme, they raised
many a hearty laugh with their
mannerisms, funny sayings, and
catchy choruses. Br. Light sang,
"When you go down the Vale," in
his usual brilliant manner. Lieut.
McCann who is shortly leaving the
Colony on active service, rendered
"My Old Shako," and the "Cor-
poral's Ditty," in masterly style, his
clear notes ringing throughout the
hall. The last item was a musical
sketch "The Night Watchman," pre-
sented by members of the Sergeants
Mess and their ladies. Master
Gunner Martin in the title role was
ably assisted by Sergeants Purse
and Smith and Mrs. Tatton. The
Master Gunner was extremely clever
and the chorus of "The Night Watch-
man" was taken up by the audience.
Great credit is due to the hard
working committee under the direction
of Lieut. McCann, also to Sgt.
Major Heath as Stage Manager.
Thanks are also due to Sgt. Barker
and Br. Southall who accompanied
the artists throughout the long pro-
gramme. The singing of "God
Save the King" brought the concert
to a successful conclusion.—Com-
municated.

THE YARN MARKET.

Messrs. Polidowalla and Rotwell, cotton
and yarn brokers, record in their latest
report a series of stagnant markets.
"The stumbling block has again been
the acute difficulty experienced by
importers in covering exchange against
rupees. Most of the banks refuse to sell
rupees to any extent, and the few that
operate do so very sparingly and
irregularly. In the circumstances, it has
been impossible for holders to think
seriously of business, and pending a satis-
factory improvement in the financial
situation in Bombay, transactions are
bound to be within a narrow groove."
The business during the period barely totals
1,600 bales, made up of small parcels;
rates, however, have been steady to firm
and in many instances show an advance
of 25 to 30. Stocks are estimated at
21,000 bales, including 15,000 bales
bargained for.

MESOPOTAMIA'S
PROBLEMS.

In no other theatre of war are military
operations so completely at the mercy
of the country's natural conditions,
climatic and physical, as in Mesopotamia.
Here, we have a vast plain of alluvial
clay, entirely unrelieved by a single
natural eminence of any importance—
even Baghdad, barely four hundred miles
from the sea, in direct line, is a mere
hundred feet above sea level. A rise of
only one foot in the water level of the
rivers, will change into a huge expanse
of water what was and covers a few days
before; with equal rapidity will a slight
fall of water lay bare miles of thick brown
mud that only needs drying in the sun to
support most military traffic. If any
pool of water remains behind, which
seldom happens, it is held by brackish
marshes and is most likely unfit for
human consumption.

Rain, if anything, makes matters worse.
The average rainfall in Mesopotamia is
slightly over six inches, of which not less
than five inches fall between the begin-
ning of November and the end of March.
But it is the nature of the fall, rather
than its sparseness, that causes the
trouble. Coming with extreme sudde-
ness, seldom unaccompanied by thunder-
storm and most often in great violence
with hail and strong gales, the rain-
storms are such as will bring all troop
movements in a few minutes to a dead
stop. Though they seldom last as long as
half an hour, these storms cause much
damage. Hailstones the size of walnuts
are often seen to fall. Any rain between
May and October is quite exceptional.

During the height of the floods, which
arise from the melting of the winter snows
hundreds of miles away in the Caucasus
and the highlands of Asia Minor, prac-
tically the whole of the country watered
by the Tigris and the Euphrates, below
Baghdad, lies beneath the river level,
except for a few isolated mounds and
dykes. The rivers are kept within their
banks only by means of marginal dams or
"bunds," imperfectly constructed of
loose earth heaped up, while tracts of
country can be rendered untenable by a
slight breakage in one of these bunds,
or, in time of war, a flank may be secured
or a line of advance barred by a judicious
cutting.

Considering the length and the ineffec-
tual structure of the bunds, it is not
surprising to find near the river that is
anything from half a mile to four miles
away, large areas of marsh and shallow
lake. The dry narrow "belts" of
land, except during prolonged bad
weather, are a noteworthy feature of the
country, for usually it is to them, of
necessity, that military operations are
confined. In consequence, direct frontal
attacks over flat ground showing no
vestige of cover, are frequently unavoid-
able. To make the military problem even
more tough, these dry belts are inter-
sected at intervals of about four miles
by creeks and irrigation canals, anything
up to twenty miles in length, that
hampers movement and are generally
broad and deep enough to necessitate
bridging. Those creeks joining the rivers
are so numerous, that, seen from an
aeroplane, they resemble the coral bones
of a fish joining the spinal column.

Beyond the dry belts lie the marshes
and lakes which measure up to from
twenty miles in width and fifty miles or
more in length. Their dimensions are
ever-varying. During the flood season
they are quite impassable, though dry
strips of ground are sometimes found
between them. In the low water season
the marshes shrink considerably, many
drying up completely, but although
between them the dry ground is often
fit enough for most traffic, it sometimes
happens that the drying ground contracts,
leaving wide cracks, which render move-
ments of cavalry and wheeled transport
out of the question.

The actual position of lakes is occasion-
ally greatly affected by the direction and
force of the wind. Certain lakes have
been known to extend on one side or
contract on the other for as much as one
or two miles when a strong wind from
the north has succeeded another from the
south. Nor are these changes gradual;
in a known case the waters of a lake
approached a camp at the rate of between
twelve and fifteen yards a minute, and
made a quick change of site imperative.
Troops may encamp at night on good
dry ground with little or no water in
sight, and yet find by daylight that a
broken bund, a shifting lake or the effects
of seepage has made it impossible to sit
from the camp, which may itself be under
water. Indeed, so great is the risk of
unpleasant surprises, and so deep the
mud at times, that crossways some miles
in length have to be built. Along them
move troops, guns and transport to their
destination, and when this is reached,
their camps and trenches must be sur-
rounded by some kind of outwork if they
wish to be sure of dry ground in the
morning.

All difficulties are at their maximum
during the time of high flood, and move-
ments of troops are fraught with con-
siderable risk. It is unfortunate that the
flood period comes in March, April and
May when the weather is at its best for
military operations; during these months
there is little rain and reasonable tem-
perature prevails.

HEALTH AND HOUSING.

During the hottest months there is
much suffering, and cases of heat stroke
are common. At the fighting front the
heat is terrific, especially in the trenches,
and the flies, until the heat kills them,
constitute an acute form of torture.
The heat has a further aggravation in that
there is no natural shade of any kind.
Trees are scarce in Mesopotamia, except
for a few scattered date-palms which
afford poor shelter.

The wretched local houses, rarely to be
had where the Army needs them, mere
bovels, built of sundried bricks, badly
ventilated, without water or cooking
facilities and lacking even the most
primitive sanitary arrangements, are
generally useless as billets. Before the
British came to Iraq, the open street was
the public latrine for the lower orders.
The best houses consist of a quadrangle
of rooms built in two stories, round a
square courtyard which slopes toward a
hole in the centre, the entrance to the
cesspool. When the subsoil-water rises
during flood, the courtyard is under water
and may be the lower rooms. On the flood
subsiding, the water disappears through
the hole, from which there rises a
most foul stench. Even the best houses
are unfit for as much as store-rooms.

TRANSPORT DIFFICULTIES.

Owing to transport difficulties and to
the attitude of certain of the Arabs ex-
hibiting to the Army, supplies locally produced
are not to be depended on. This means that
practically everything the troops require
has to be brought up country along a
scarcely navigable river, which naturally
becomes congested. In addition to this
overcrowding, climatic and physical con-
ditions increase the difficulties of river
transport. On some parts of the Tigris,
only vessels drawing less than five feet
of water can pass. Piers are not navigable
after dark, in fog or in sand haze; at
other parts of the river, its narrowness
and the strength of the current; the pres-
ence of sandbanks and the frequency of
high winds, all tend to make navigation
a perilous matter. In times of flood the
risk is increased by the fact that the river
banks and submerged and, mistaking the
channel, ships are apt to get aground.

Of the prevailing winds only the
Shamal coming from the N.W. affords
relief from the summer heat, the others
bring oppressive temperatures or are
accompanied by dust. All the winds may
produce shifting lakes and all effect ship-
ping to some extent, whilst the dust they
raise makes observation difficult for air-
men and has a tendency to choke their
engines. The Artillery too, are ham-
pered by dust haze, but their chief
trouble is the mirage which presents an
insuperable obstacle to fire observation,
already difficult enough on a dead level
plain. With no water, or too much of
it, sitting with dust or knee deep mud,
in blinding heat, or bitter cold, at an
extreme of discomfort always, Traffic is
easily the most punishing theatre of war
for the soldier. (V.M. Office publications.)

C. & B. ENGLISH SOUPS

30 Varieties — All Delicious

The Cuisine of one of the finest chefs in the world available for your table.

Crosse & Blackwell Guarantee these Soups

to be made under ideal conditions, as are all their table delicacies.

AGENTS FOR LEA & PERKINS' WORCESTERSHIRE SAUCES

Dr. J. Collis Browne's
Chlorodyne

THE ORIGINAL AND ONLY GENUINE.

The Best Remedy known for
COUGHS, COLDS,
ASTHMA,
BRONCHITIS.Acts like a charm in
DIARRHÆA, DYSENTERY, and CHOLERA.Chlorodyne is a liquid taken in drops, graduated according to the malady. It invariably
relieves pain of watery kind; causes a calm refreshing sleep; always irritates
of the nervous system when all other remedies fail; leaves no bad effects;
and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

None Genuine without the words Dr. J. Collis Browne's Chlorodyne on the Stamp.
Sole by all Chemists.
Prices in England,
1/1, 2/6, 4/6.Sole Manufacturers:
J. T. DAVENPORT, Ltd.,
London, S.E.

NOTICE.

WE have from this day OPENED
our OFFICES at New York, San
Francisco, and Hongkong, under the
firm name of KARASIA & COMPANY.
Our local office is situated at No. 2,
Cannagh Road.

KARANJIA and COMPANY.
Hongkong, April 30, 1917. 1745

UNION INSURANCE SOCIETY OF
CANTON, LTD.

NOTICE.

FROM This Date and during the
Absence of the Undersigned from
the Colony, Mr. C. H. P. HAY will
perform the duties of the General
Manager of the Society.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 30, 1917. 1749

CHINA FIRE INSURANCE CO. LTD.

NOTICE.

FROM This Date and during the
Absence of the Undersigned from
the Colony, Mr. C. H. P. HAY will
perform the duties of the General
Manager of the Company.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 30, 1917. 1750

BRITISH TRADERS' INSURANCE
CO., LTD.

NOTICE.

FROM This Date and during the
Absence of the Undersigned from
the Colony, Mr. C. H. P. HAY will
perform the duties of the General
Manager of the Company.

By Order of the Board,
C. MONTAGUE EDE,
General Manager.
Hongkong, April 30, 1917. 1751

MARTIN'S
APIOL & STEEL
PILLS
A French Remedy for all ailments
connected with the digestive system,
such as Indigestion, Flatulence,
Acidity, Constipation, etc., etc.
It is a
GREAT
CURE FOR
ASTHMA

DAIRY FARM NEWS.
CORNEB BEEF
AND
CORNEB PORK.
PUT UP IN KEES AND BARRELS
Export of STEAKS, LARD,
etc.

WANTED.

A YOUNG GIRL offers her
SERVICES as NURSE for one
or two small Children, Peak District
preferred.

Apply—
C/o "CHINA MAIL" Office,
Hongkong, May 1, 1917. 1753

GOOD CHANCE FOR
EARLY COMERS
WONDERFUL DISCOUNT

ON
Japanese Fine Art Curios
15 Days Only
SALE NOW ON
H. MATSUNAGA,
49, Haiphong Road,
Kowloon.

SILIMPON COAL (SEBATTIE)

THE Undersigned having been appointed
Agents for the "COALFIELD HARBOUR"
COAL CO., LTD., are prepared to quote
prices for best quality SILIMPON
COAL trimmed into Bunkers at SEBATTIE
or SANDAKAN (British North
Borneo).

SILIMPON COAL compares favour-
ably with the better grades of Japanese
Coal and gives good results on a very
moderate consumption.

Steamers calling at SEBATTIE or
SANDAKAN exclusively for SILIMPON
COAL (either cargo or Bunkers)
are exempt from payment of all Port
charges.

At Seabattie Steamers are berthed along-
side the Company's wharf where there is a
minimum depth of 27 to 28 feet at low
water Spring Tides.

Charts of Siboka Bay (Seabattie Har-
bour), Prices and all other information
concerning the Port can be had on
application to the Agents.

BRADLEY & CO., LTD.,
Agents for the Harbour Coal
Company, Limited.

PATELL & CO.
ORIENTAL PRODUCE

EXPORTERS,
SILK MERCHANTS,
COMMISSION AGENTS.

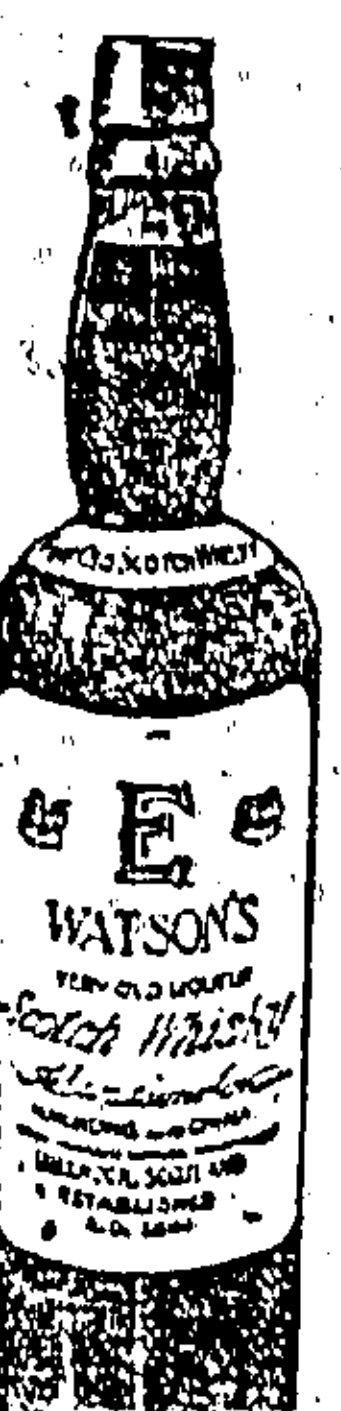
Agencies in
NEW YORK,
SAN FRANCISCO, U.S.A.
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HEAD OFFICE: King's Buildings,
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TANG YUK DENTIST, successor to
the late SIEN JING.

14, D'ARQUER STREET.

TERMS VERY MODERATE
Consultation Free.



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THE PREMIER SCOTCH OF
THE FAR EAST
FOR 25 YEARS.
POPULARITY MAINTAINED BY ITS EXCELLENT
QUALITY: NOT BY EXPENSIVE WORLD-WIDE
ADVERTISING.
A. S. WATSON & Co., Ltd.,
WINE AND SPIRIT MERCHANTS,
HONGKONG.
TELEPHONE No. 616.

To-day's Advertisements

The China Mail.

WANTED.

SHIPS DOCTOR urgently required,
apply Box No. 5517.
C/o "CHINA MAIL" Office.
Hongkong, May 5, 1917. 1770

TO LET.

ARDSHEAL No. 119 The Peak,
newly done up.
Apply—
CHATER & MOODY,
5 Queen's Road Central.
Hongkong, May 5, 1917. 1773

TENNIS TOURNAMENT.

WAR CHARITIES

The FINAL of the Open Championships
Singles will be played
on MONDAY Next,
at 4.30 p.m.

NO SZE KWONG

Winner of R. A. NISBET and
Rev. COOPER HUNT.
(played to-day)
Reserved Seats \$1.00.
Standing Enclosure 50 Cents.
Book early at MOUTRIE'S on Monday
P. M. HODSON,
Hon. Secretary.
Hongkong, May 5, 1917. 1772

KONINKLYKE PAKETVAART MY.

NOTICE TO CONSIGNEES.

FROM SINGAPORE.

THE Steamship
"VAN WAERWYCK"
having arrived from the above port,
consignees of cargo by her are notified
that all goods are being landed at their
risk into the hazardous and/or extra
hazardous Godowns of the Hongkong
and Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the Wharves
delivery may be obtained.
Goods not cleared by 11th May, will
be subject to rent.
All broken, chafed and damaged
packages are to be left in the Godowns
where they will be examined on the 10th
May, 1917 at 10 a.m.
Claims against the steamer must be
presented in writing within ten days
after arrival of steamer, otherwise they
will not be recognised.
No Fire Insurance will be effected by
the undersigned in any case whatever.
Bills of Lading will be countersigned by
JAVA-CHINA-JAPAN LUN,
Agents.
Hongkong, May 5, 1917. 1773

THE CALENDAR.

MEMO FOR TO-DAY.

9 p.m.—Overseas Club Aeroplane
Fund Concert, Masonic Hall,
Kowloon.

MEMO FOR TO-MORROW.

Accession of King George (1910).

MEMO FOR MONDAY.

2.30 p.m.—Auction of Household
Furniture at "Balgownie," N. 107,
The Peak.

General Memoranda.

TUESDAY, May 8.—
1.30 p.m.—Auction of Furniture,
Blackwood, Tourist Poles and
Netting, Pianos etc. etc. at Messrs.
Hagles and Hough's.

WEDNESDAY, May 9.—
Proclamation of King George V.
10.45 a.m.—Full Moon.
Norm-Indo-China Steam Nav. Co.'s
Meeting.

THURSDAY, May 10.—
11 a.m.—Auction of Tablecloths, Patent
Medicines, Perfumery etc. by
Mr. Geo. P. Lammert.

FRIDAY, May 11.—
8.15 p.m.—Extraordinary Meeting of
the Members of the Hongkong Club.

December he stated that the policy of the Government had been to grant facilities to every man who could be spared from the Colony to go to the front; and that it had been his unpleasant duty to refuse the applications of scores of men to leave the Colony to go to the front. Subsequently His Excellency explained that in using the phrase "spared from the Colony" he meant "of course, spared by their employers or by the Colonial Government." The general conclusion to be drawn from the Report of the Military Service Commission therefore is that either employers or the Colonial Government, or both, have in the last few months come to recognise that more men can be spared than had hitherto been deemed possible, and the Commission is of opinion that more still can be spared, though apparently compulsory powers are needed to reach them.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Mr. Hayley Morris has left Shanghai to spend a short holiday with Mrs. Morris in Canada.

Our report of the meeting of shareholders of the Hongkong Electric Co. Ltd. is held over until Monday.

Mr. J. H. C. Lane, of Messrs. Caldwell, Macgregor and Co., is going home to what extent, having regard both to Imperial needs and to local conditions, it is practicable and expedient that male British subjects of military age, resident in the Colony, who wish to volunteer for active service with His Majesty's forces outside the Colony, should be allowed to leave for that purpose. The salient features of the Report are that 182 applications were received from men of military age (exclusive of those in the employment of the Naval, Military and Civil Authorities). Of these, 62 were found to be physically unfit, three withdrew their applications, and two were proved ineligible on account of age. These eliminations left 125 cases to be considered, and the Committee found that 43 of these men could be spared. But in addition to these 43 men, the Committee is satisfied that the appointment of the Commission indirectly brought about the release of an additional number of men. A list of 31 men, other than those appearing before the Commission, for whom passages have recently been arranged, is given. The Report refers to this list as "unavoidably incomplete," meaning presumably that there are others who have paid their own passages home. The two lists given in the Report show that at least 74 men have left the Colony for active service with His Majesty's forces since the Commission was appointed. The Commission, however, is far from satisfied with this result. "It cannot but be noticed," they say, "that the younger men in the Colony have, to a certain extent, refrained hitherto from coming before the Commission," and the Commissioners have been forced to the conclusion that, had more applied, more, although it may not be a large number, would have been found able to go "at the cost, perhaps, of personal sacrifice, but with no diminution of the Colony's value as an asset of the Empire." Again, they find that there yet remains doubt in some minds whether the Empire needs men. The members of the Commission, being themselves convinced that so long as the war lasts the need is imperative, and increasingly so, recommend that a clear official pronouncement upon the matter is desirable. Moreover, while acknowledging that the part played by Hongkong under the voluntary system will probably stand comparison with the part played by any other British Dependency, but believing that there are still men in the Colony who could well be spared, the Commissioners say they would welcome a decision by the Imperial Government to extend to the Colony the obligation of compulsory service with the armies in the field. His Excellency the Governor promises shortly to make a pronouncement in the Legislative Council regarding the subject of Military Service in relation to this Colony. When His Excellency made a statement on the subject last

To-morrow is the anniversary of the accession of King George V. It is an occasion when the Union Jack should appear on the flagstaffs of all British houses.

His Excellency the Governor has been pleased to appoint Dr. Frederick Lindsay Woods to be Assistant Surgeon-Superintendent of the Special Police Reserve.

It is notified in the *Gazette* that all persons wishing to travel to the United States of America must have their passports issued by a United States Diplomatic or Consular Officer.

Two large steamer godowns in the British Consession at Hankow, the property of Messrs. Jardine, Matheson and Co., Limited, were totally destroyed on the night of the 29th ult.

A Chinese woman, residing at No. 35 Stanton Street, has reported to the Police the theft of \$203, and a gold bangle, valued at \$100, which had been locked in a drawer in her room.

An election by the Justices of the Peace of a Justice of the Peace to serve on the Licensing Board for six months during the absence of the Hon. Mr. Edward Shellim is to take place at the Magistrate's on Monday the 21st inst.

Shortly before one o'clock this afternoon a small fire broke out on the roof of the Hongkong and Shanghai Bank Buildings. The fire is believed to have been caused by sparks from a chimney igniting the thatching covering of the roof which is under repair. The fire was extinguished before the arrival of the Fire Brigade.

Regulations governing the certification and disinfection of hides, fleshings, hide cuttings, parings and glue stock, sheepskins and goatskins and parts thereof, hair, wool, and other animal by-products, hay, straw, forage, or similar material offered for entry into the United States of America have been received and may be seen on application at the Colonial Secretary's Office.

The total rainfall in the Colony for the month of April as registered at the Royal Observatory was 5.220 inches. Rain fell on 17 days. The rainfall at the Botanical Gardens was 5.93 ins. on 18 days, at the Matilda Hospital, Mount Kellett, it was 5.79 ins. on 18 days, and at the Police Station, Taipei it was 6.55 ins. on 22 days. The mean wind velocity was the lowest on record.

It is notified in the *Government Gazette* that, owing to the delay, due to conditions created by the war, in obtaining new plant the Hongkong Electric Company find difficulty in carrying the load necessary for public and private supply, especially during the hours between 6 and 10 p.m. Consumers of electric light supplied by the Company are therefore earnestly requested to use the utmost economy in the use of light and of fans during the hours mentioned in order that the possibilities of interruption in the supply due to breakdown of the machinery may be avoided.

HONGKONG MEN FOR THE FRONT.

MILITARY SERVICE COMMISSION'S REPORT.

COMPULSION SUGGESTED FOR MEN WHO COULD WELL BE SPARED.

COLONIAL SECRETARY'S DEPARTMENT.

The following Correspondence between the Military Service Commission and His Excellency the Governor is published, by command.

Hongkong, 20th April, 1917.

Sir,—We, the Commissioners appointed by Your Excellency, have the honour to submit a general report up to the present date concerning the enquiry upon which at your direction we have been engaged.

1. Under the terms of our appointment published in the *Gazette* of the 9th February last, we were instructed to enquire "whether and to what extent, having regard both to Imperial needs and to local conditions, it is practicable and expedient that male British subjects of military age, resident in the Colony, who wish to volunteer for active service with His Majesty's forces outside the Colony, should be allowed to leave for that purpose." And we were directed to report in particular our findings and recommendations. The scope of the enquiry was subsequently narrowed by the manifestly necessary exclusion of the Naval and Military Establishments; and later by the withdrawal from our purview of the Civil Establishment under circumstances which appear in our correspondence with you attached in Appendix A.

2. On the 9th February we published a notification inviting applications from men of military age; and in response one hundred and eighty-two candidates, exclusive of those in the employment of the Naval, Military and Civil Authorities, sent in their names as shown in Appendix B. Of these, three afterwards withdrew their applications, two proved ineligible on account of age, and fifty-two were found to be physically unfit. In the result therefore we have heard and considered the applications of the remaining one hundred and twenty-five men, and have reported to you from time to time our findings and recommendations in each of these cases individually.

3. The Commission was informed at the outset that the Military Authorities do not require for local defence, and would not detain any man whom the Commission should find could otherwise be spared for active service outside the Colony.

4. The Commission first met on the 13th February, and held frequent sittings between that time and 19th inst. for the purpose of considering applications. All the members were present at every meeting, except the last two when a member was prevented from attending by illness. We found, in consequence of our investigation, that of the candidates before us forty-three could be spared; all of who have, we understand, been informed by the Government that they are at liberty to leave the Colony for active service. Their names are given in Appendix C.

5. In almost every instance employers have undertaken to keep situations open, and in most cases have agreed to make some monetary grant by way of part salary or otherwise. So far as we are aware, no impediment or delay has been interposed by an employer to the departure of any of these forty-three men, except in one case which has been referred by letter to London. We desire to express our appreciation of the liberal attitude adopted by employers generally in the matter of releasing and making provision for their men. The Government has provided second class passages by mail to England, and has guaranteed the provision of return passages to the Colony.

6. We are satisfied that, apart from the direct result of our investigation, the appointment or anticipated appointment of the Commission indirectly brought about the release of an additional number of men, the practicability of sparing whom was so apparent as to render reference to the Commission unnecessary. A list (unavoidably incomplete) of thirty-one men, other than those appearing before the Commission, for whom passages have recently been arranged, is given in Appendix D.

7. It cannot but be noticed that the younger men in the Colony have, to a certain extent, refrained hitherto from coming before the Commission. We have had the opportunity of ascertaining the number of civilians in Hongkong of British race and military age; and are forced to the conclusion that, had more applied, more, although it may not be a large number, would have been found able to go; at the cost, perhaps of personal sacrifice, but with no diminution of the Colony's value as an asset of the Empire. Furthermore it has been a matter of surprise to the Commission to learn, what the enquiry has certainly proved, that there yet remains doubt in some minds whether the Empire needs more men; and this doubt, probably in part explains the number who have abstained from applying. Being ourselves convinced that so long as the war lasts the need is imperative, and increasingly so, we respectfully recommend that a clear official pronouncement upon the matter is desirable.

8. The Commission, in the cases before it, has accepted the principle that it is outside its province to decide whether the full carrying on in the Colony of any particular trade or business is necessary or expedient in the interests of the Colony. It is the duty of the Military Service Commission

mission has accordingly based its findings upon the policy that, while staffs are to be reduced to the minimum compatible with efficiency, every trade and business irrespective of its nature is to be continued. Under the system of compulsory service obtaining in Great Britain, this standard has of course been abandoned; and we recognise that it may be necessary to modify the policy in Hongkong.

9. The part played by Hongkong under the voluntary system will probably stand comparison with the part played by any other British Dependency; but believing, as we have said, there are still men here who could well be spared, we should welcome a decision by the Imperial Government to extend to the Colony the obligation of compulsory service with the armies in the field.

10. Pursuant to the terms of our appointment, we have confined our enquiry to the cases of men medically passed as fit for active service at the front, and have not considered applications from those physically capable of only sedentary or semi-active duties. And it is evident that the retention here of the latter class enables more of the former to leave.

11. With a view to liberating men, sixty-five women have made offers of assistance in one capacity or another, and steps have been taken to put their names before employers. Useful and suitable work has already been arranged in several cases, and we hope, will soon be in more. It must however be remembered that men who come from the United Kingdom to the Far East have usually undergone a special course of training, and it is difficult to find women possessing the requisite experience and technical knowledge to take their places. Unskilled and partly skilled work, such as is now largely done by women in the United Kingdom, is performed in Hongkong mainly by men of Asiatic race.

12. We desire to express our appreciation of the valuable services of Mr. A. G. M. Fletcher as Secretary of the Commission.

13. We hope that Your Excellency will see fit to direct the publication of this report in the *Gazette*.

We have the honour to be,

Sir,
Your obedient servants,

E. H. SHARP,
C. E. ANTON,
ROBT. SHEWAN,
C. MONTAGUE EDE,
L. B. F. CURRIE,
C. W. BECKWITH,
T. A. LOUGHLIN.

APPENDIX A.

HONGKONG, 26th March, 1917.

Sir,—Referring to our recent interviews on the subject of applications from Civil Servants, I have the honour to inform Your Excellency that the Commission, upon further consideration of all the circumstances which I put before you, are confirmed in the view that it would not serve any useful purpose for them to hear such applications.

2.—The principal circumstances influencing the Commission in this view are that such applications constitute in some respects a peculiar category; inasmuch as you hold the dual position, at once of the applicant's employer and the arbiter of whatever recommendations the Commission may make upon their findings. They also understand that in the former capacity, at the instance of the Secretary of State, you have already formed and are acting upon an opinion as to the maximum number of men who can be spared, which opinion they apprehend would in fact guide your decision in your final arbitrament.

3.—In the above circumstances, the Commissioners suggest that you withdraw the Civil Servants from the purview of the Commission, in the same manner as the Naval and Military Servants have been withdrawn.

4.—The Commissioners wish this letter to be understood as in no way implying a desire on their part to be relieved of the task of dealing with applications from Civil Servants, a duty they would gladly undertake were the conditions such as to enable them to perform it usefully and effectively. I have the honour to be, Your Excellency's obedient servant.

(Sd.) E. H. SHARP,
Chairman.

His Excellency
Sir F. H. M. V. K.C.M.G.,
Governor of Hongkong.

GOVERNMENT HOUSE,

HONGKONG, 26th March, 1917.

Sir,—I have the honour to acknowledge the receipt of your letter of the 26th inst. explaining the circumstances which have induced the members of the Military Service Commission to suggest that I should withdraw the Civil Servants from the purview of the Commission.

APPENDIX B.

Amelio, E. J., Messrs. Lane, Crawford & Co.
Aparakia, A. A.
Atlan, J. W. R., Hongkong & Whampoa Dock Co., Ltd.
Archibald, G. S., China Fire Insurance Co., Ltd.
Arnold, E. L., Commercial Union Assurance Co., Ltd.
Austin, N. J., Chartered Bank of India, Australia & China.
Austin, R. M., Messrs. Jardine, Matheson & Co., Ltd.
Balan, A., Hongkong & Shanghai Banking Corporation.
Barton, L. A., Messrs. Butterfield & Swire.
Barton, R. T., Hongkong & Shanghai Banking Corporation.
Beith, H. D. F., Messrs. Jardine, Matheson & Co., Ltd.
Boswick, C., Messrs. Jardine, Matheson & Co., Ltd.
Devington, F., Messrs. Bradley & Co., Ltd.
Bird, C. B., Union Insurance Society of Canton, Ltd.
Bischoff, C. F. D., British-American Tobacco Co., Ltd.
Bond, W., Messrs. Butterfield & Swire.
Bootes, A. N., Messrs. Lane, Crawford & Co.
Brewer, N. J., Messrs. Butterfield & Swire.
Brister, J. H., Messrs. Reiss & Co.
Brown, C. B., Messrs. Linstead & Davis.
Brown, N. S., Messrs. Butterfield & Swire.
Butler, G. R., Messrs. Gibb, Livingston & Co.
Cassidy, P. S., Hongkong & Shanghai Banking Corporation.
Chapman, A. P., Messrs. Lowe, Bingham & Matthews.
Chasels, T. R., Messrs. Butterfield & Swire.
Chesnut, D. G., Eastern Extension & Australasia Telegraph Co., Ltd.
Clark, D. E., Messrs. J. D. Humphreys & Son.
Cocks, F. C., Eastern Extension & Australasia Telegraph Co., Ltd.
Cook, W. F., Hongkong & Whampoa Dock Co., Ltd.
Cooper, D. S., Hongkong & Whampoa Dock Co., Ltd.
Cormack, B. W., Messrs. Lane, Crawford & Co.
Cornell, W. A., Messrs. Palmer & Turner.
Croucher, N., Messrs. Benjamin & Potts.
Cullen, F., Hongkong & Whampoa Dock Co., Ltd.
Cumming, K. M., Messrs. Reiss & Co.
Cummingham, J., Messrs. Butterfield & Swire.
Cuthill, C. H., Hongkong & Whampoa Dock Co., Ltd.
Davison, A. C., Messrs. Jardine, Matheson & Co., Ltd.
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Gace, F. A., Hongkong & Shanghai Banking Corporation.
Gibb, J., Chartered Bank of India, Australia & China.
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Greenhill, L. S., Hongkong Land Investment Co., Ltd.
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Morton-Smith, G., Messrs. Dodwell & Co.
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Murray, M. A., Hongkong & Shanghai Banking Corporation.
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Nixon, T. C.
Norris, J. C., Hongkong Electric Co., Ltd.
Northey, H. R., Hongkong & Shanghai Banking Corporation.
Paton, H., Messrs. Butterfield & Swire.
Pearce, T. E., Messrs. J. D. Hutcheon & Co.
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Rosa, W., Hongkong & Shanghai Banking Corporation.
Sandford, H. C., Hongkong & Shanghai Banking Corporation.
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Smith, W., Messrs. A. G. Gordon & Co.
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North American Line. For VICTORIA, SEATTLE AND TACOMA, via SHANGHAI, MANILA, NAGASAKI, MOJI, KORE AND YOKOHAMA.

PANAMA MARU, Friday, 11th May, at 3 p.m.

MANILA MARU, Wednesday, 23rd May, at 3 p.m.

FORMOSAN LINE.—For Tientsin, Keelung, Ningpo and Takao, via Swatow and Amoy.
KALIO MARU, Sunday, 6th May, at Noon.
BOSHI MARU, Thursday, 10th May, at 8 a.m.
AMAKUSA MARU, Sunday, 13th May, at Noon.
JOSHIN MARU, Monday, 14th May, at 8 a.m.
Calling at Tientsin, Keelung, Ningpo and Amoy.
These Formosan Liners will arrive at and depart from the SOON YIP WHARF, near the Harbour Office and while the steamer is alongside the wharf Telephone No. 76 will be fixed.

SOUTH AMERICAN LINE.—Every three months steamers proceed to Rio de Janeiro, Santos and Buenos Aires, via Singapore, Mauritius, Durban and Cape Town.

AUSTRALIAN LINE.—Monthly service between Japan and Adelaide, calling at Auckland, N.Z., Sydney and Melbourne.

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JAVA LINE.—Monthly service for Java ports calling at Manila, Sandakan and Macassar. Booking for passengers and cargo to these ports.

FOR SAILING DATES AND FURTHER PARTICULARS APPLY AT THE OFFICE.

M. HIGUCHI, Manager.
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Joint Service between NETHERLAND INDIES, SINGAPORE, HONGKONG and SAN FRANCISCO.

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These superior passenger steamers have accommodation for first and second class passengers. In the SECOND CLASS EUROPEANS ONLY will be carried.

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AND APCAR LINE

Sailings from Hongkong

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about
A steamer	Shortly		

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DODWELL & CO., LTD., Agents.THE NANYO YUSEN KAISHA
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sail on or about

S. BORO MARU, For Moji, Kobe & Yokohama 24th May

S. BORO MARU, For Moji, Kobe & Yokohama 14th June

For Sailing dates Freight & Passages apply to
DODWELL & CO., LTD., Agents.

SHIPPING

C. N. C.
CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	Yingchow	May 6, Daylight
WEIHAIWEI, CHEFOO & TIENTSIN	Kungchow	May 6, at 10 a.m.
SWATOW & SINGAPORE	Kangchow	May 6, at 10 a.m.
HAIPHONG via PAKHOI	Katong	May 7, at Noon
SHANGHAI	Yungtun	May 7, at Noon
SHANGHAI	CHENAN	May 8, at 4 p.m.
MANILA, CEBU & ILOILO	TEAN	May 8, at Noon

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BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 38.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN	CHIPSUNG	TUESDAY, May 8, Daylight
SHANGHAI	WOSANG	WEDNESDAY, May 9, Daylight
SANDAKAN	MAUSANG	THURSDAY, May 10, at Noon
CALCUTTA LINE	Three sailings per month from Hongkong to Calcutta calling at Singapore and Penang.	
Returning from Calcutta	steamers proceed to Kobe and Moji, frequently calling at Shanghai.	
These steamers	have excellent passenger accommodation, are fitted with electric light and carry a fully qualified Surgeon.	
SHANGHAI LINE	Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.	
Steamers on this line	have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.	
MANILA LINE	A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday.	
HAIPHONG LINE	Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.	
BORNEO LINE	Two sailings per month between Hongkong and Sandakan by steamers having up-to-date accommodation for passengers.	
Cargo taken on through Bills of Lading	for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.	
TIENTSIN LINE	A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.	
Under Straits Government	Passport Regulations. All European Passengers, leaving the Colony for Straits settlements, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.	
For Freight or Passage, apply to		

JARDINE, MATHESON & Co., Ltd., General Managers.

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WESTWARD.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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STEAMSHIP	CAPTAIN	DEPARTING
HAITAN	Capt. A. E. Hodgins	FRIDAY, 11th May at 12 Noon
HAIRONG	Capt. J. W. Evans	TUESDAY, 15th May at 12 Noon

SWATOW

Arrivals and Departures from the Company's Wharf (near Blake Pier).

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Steamer	Tons & Speed	Leave Hongkong
SIBERIA MARU	18,000-18 knots	Sat., 12th May
TENYO MARU	22,000-21 knots	Wed., 23rd May
NIPPON MARU	11,000-15 knots	Thurs., 11th June
SHINYO MARU	22,000-21 knots	Tues., 19th June
PERSIA MARU	9,000-14 knots	Tues., 3rd July
KOREA MARU	18,000-18 knots	Sat., 11th July

First Class to London G\$348. (E.T. 10-0) Return G\$608. (E.T. 12-0)

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ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

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For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso, Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed Sailing

For full particulars as to Passage and Freight apply to

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(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
VICTORIA, B.C. & SEATTLE via KEELUNG, SHANGHAI, MOJI, KORE, NAGAYA & YOKOHAMA	YOKOHAMA MARU, Capt. Terada, Tons 12,500	WEDNESDAY, 9th May at Noon
	KAMAKURA MARU, Capt. Shirai, Tons 12,500	FRIDAY, 8th June at Noon
NAGASAKI, KOBE & YOKOHAMA	TANGO MARU, Capt. Soyeda, Tons 12,500	FRIDAY, 18th May at 11 a.m.
SHANGHAI & KOBE	KOMO MARU, Capt. Inadzu, Tons 16,000	THURSDAY, 17th May at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA	KASHIMA MARU, Capt. Tomura, Tons 21,000	MONDAY, 21st May at 11 a.m.
SHANGHAI, MOJI & KOBE	TENSHIN MARU, Capt. Taniguchi, Tons 3,000	WEDNESDAY, 16th May

LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DELAGOA BAY, CAPE TOWN AND MADEIRA

SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

CALCUTTA via SINGAPORE, PENANG & RANGOON

BOMBAY via SINGAPORE, MALACCA AND COLOMBO

FOR DATES OF DEPARTURE

APPLY AT THE COMPANY'S OFFICE.

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SHIPPING

NOTICE.

S.S. "MEIKAI MARU"

THE Mitsui Bussan Kaisha's S.S. "MEIKAI MARU" will be dispatched by the Toyo Kisen Kaisha from this Port for Japan, San Francisco, Panama and South American Ports, on TUESDAY, the 24th April at Noon. For full particulars regarding Freight etc., apply to

T. DAIGO, Agent, Toyo Kisen Kaisha, Agents, The Mitsui Bussan Kaisha, Hongkong, April 20, 1917. 1711

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

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OWING to an Outbreak of Fire on Board this vessel a GENERAL AVERAGE contribution of 3 per cent will be collected.

It is required that the General Average Bond be signed and deposited made before countersignature of Bills of Lading can be given.

For further particulars apply to, JARDINE, MATHESON & Co., Ltd., Agents for

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TAKE PASSENGERS AND CARGO TO
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Columbo	Next		1917	1917

When Passengers change Steamers at COLOMBO Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

On the Australian Route Tickets Interchangeable with Orient Line.

SAILINGS DIRECT TO

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S. S.

Leave Hongkong About

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

INTERMEDIATE STEAMERS (Non-Transshipment) IN ADDITION TO THE ABOVE MAIL STEAMERS, WILL LEAVE DIRECT FOR

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CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

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STEAMERS	Leave Hongkong about	Leave SINGAPORE about	Due at Marseilles about	Due at London about

THE INTERMEDIATE SERVICE IS TEMPORARILY SUSPENDED.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp.

Round the World Tickets and Through Tickets to New York in connection with the Principal Mail Lines.

Return Tickets at face and a half available to Europe for Two Years or to Intermediate Ports for Six Months.

Owing to the War in Europe Steamers and sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs Goldard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

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E. V. D. PARR,

Superintendent.

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AN UNSURPASSED HIGH CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

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EMPIRE FARM IN CANADA.

AN INTERESTING AFTER WAR SUGGESTION.

The Empire Resources Development

Committee, of which Sir Starr Jameson

is Chairman and Mr. H. Wilson Fox,

M. P., is the Honorary Secretary, desires

it to be known that the estimates and

figures recently given in connection with

the proposed "Empire Farm" in

Canada were thrown out merely as

examples, and are not in any way to be

taken as the fixed policy of the Committee.

The suggestion of an Empire Farm in

Canada as a means of expeditiously

reducing the debt created by the war

emanated from Mr. Moreton Fenwick, as

one among several possible modes of

developing the resources of the Empire

under State auspices for State profit.

Certain lands in the United States it

was pointed out, inferior in fertility to

those in Western Canada, which had

originally been purchased for a merely

nominal sum, had advanced in price, in

many cases to \$20 an acre; and it was

suggested that there might be lands in

Canada which could be bought for \$10

an acre. The Committee is well aware

that this would, of course, depend

upon the fertility of the soil, the

proximity of railways, elevators, &c., and

the climatic conditions of the territory

purchased. One factor undoubtedly

tending to raise the selling price to the

high figure quoted is the certainty that

the United States will in a few years

become a large purchaser of Canadian

cereal, while land-hunger will drive

American settlers north over the inter-

national boundary in even larger num-

bers than it is doing to-day, and it would

be wise to develop the territories where

these settlers are likely to go. Further-

more, the European wheat lands have

been greatly neglected during the war,

and for some years to come will yield

small crops. This also will tend to in-

crease the value of agricultural lands

overseas.

The Committee points out that 200,000

acres purchased from the Dominion

Government at \$5 an acre and sold

again 20 years later after develop-

ment at \$20 an acre would redeem the

whole of the National Debt of £400,000,000 sterling, and at the same time

attract to Canada a great army of tax-

payers who would be an enormous asset.

But even supposing only £10, or even

£5, per acre were obtained, the scheme

still holds possibilities of a magnitude

never yet realised in the development

of the Empire: possibilities, moreover,

which would simultaneously enhance the

credit of the Empire and the strength

and the wealth of Canada.

THE ROMANCE OF SILVER.

A very interesting lecture on "Silver,"

was given in the Lecture Hall, White

Fellow of the Economic Society, in aid of the

Red Cross Funds. Mr. White traced

the history of the metal from the earliest

times to the present day and gave a vivid

picture of the mining industry in India.

Referring to the output of silver, the

lecturer said: "The production of the

world amounted in 1914 to 211,000,000

oz. worth, say, \$20,000,000. This total

is six times the amount produced in 1890,

45 years previous. Of this total, North

America produced 170,000,000, South

America 12,000,000, Australia 10,000,000,

and Africa 9,000,000. Thus you will

observe that almost nine-tenths of the

silver comes from the Americas. It is a

most extraordinary circumstance that

two-thirds of the world's production is

absorbed by Asia.

In the Middle Ages silver was derived

from Great Britain, France, Austria and

Germany. The beautiful colour called

Saxon blue was made from the cobalt

mines of that country. Three sub-

sequent great epochs may be noted—

First, the Spanish discovery of the great

mineral wealth of Mexico and Peru about

the year 1520. Stripped of the glamour

of historians, it was a squalid story of

massacre and slavery; silver galleons

laden with treasure formed part of the

Spanish Armada, and were wrecked upon

the British coast. Secondly, the dis-

covery in 1830 of the Comstock Lode

in Nevada. A rush of hardy miners

ensued to the mountain regions

around, and from there, made

space, so much silver was yielded that

coincidental as the event was with the

discovery of the gold in California,

hmetallism had to be abandoned—that

is to say, the free coinage of both metals

at a fixed relation to each other had to

be given up. The second mine, in

Nevada, is the largest producing mine

to-day; its annual output is 9,000,000 oz.

Thirdly, in 1904, as new railways were

being driven through part of Ontario,

traces of silver were discovered in a rail-

way cutting through a few miles from

an area of only 50 miles in diameter.

30,000,000 oz. of silver were mined in one

year alone.

A MUSICAL JEHU.

There is a London cabman—at least,

we hope he is still in the land of the

living—who will probably be interested

in the news that Persi has composed a

symphony dealing with the war. Sir

Frederick Bridge, the conductor of the

Royal Choral Society, discovered this

musical cabman in a rather remarkable

way. It always happened to be in the

vicinity of the Albert Hall just when

Sir Frederick required a cab to take him

home after a performance, and after

driving the conductor some half dozen

times he astonished him by remarking,

as he handed his fare, "Excuse me, Sir

Frederick, but you take the

"Hallelujah" chorus too fast. It may

gain in brilliancy by your method, but

it loses in melody." The conductor

promised to consider the point, and did

slacken the tempo slightly.

On another occasion the cabby asked

the conductor to perform Persi's

"Transfiguration" at the Albert Hall.

"I don't know much about Persi's

music," was the reply, "and I have never

seen it. Transfiguration? What does that

mean? The musical jehu produced a copy

of the full score and lent it to him.

"From that day," said Sir Frederick,

speaking of the incident in public, "I

always called my cabman 'Persi,' a

name which, when it became known to

the gentlemen at the Albert Hall, was

instantly shortened to 'Rosie'.

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